

D1 in its closing condition. Thus, there is caused the pressure difference between the upstream and downstream sides of the needle valve 15 and it makes the bounce of the needle valve 15 smaller. As shown in Fig. 7(b), after-dripping of injection (spray) can not be found.

IN THE CLAIMS:

sub E1
D2 2. (Twice Amended) A fuel injection valve according to claim 6, wherein an elastic member is provided between a sleeve and said core in order to form said buffer portion, said sleeve being disposed between a core and a valve holder of the solenoid.

3. (Twice Amended) A fuel injection valve according to claim 6, wherein an elastic member is provided between a sleeve and said core in order to form said buffer portion, said sleeve being disposed between a valve holder and a valve holder of the solenoid and extending to the outer periphery of said valve holder.

Please add the following claim:

sub E2
D3 --7. A fuel injection valve for opening and closing a needle valve by driving an armature with a solenoid, comprising, damping means for damping a change of fuel pressure caused by valve bounce when the needle is closed, said damping means being disposed at a position at which said damping means faces and contacts a fuel passage located at an upstream side with respect to an end face of said armature located on a side of a nozzle opening side.--

REMARKS

Claim 7 has been added to round out the scope of protection solicited for this invention. Thus, claims 2-7 are all the claims pending in the application. Claims 3-5 are withdrawn from consideration as being drawn to nonelected species. Claims 2 and 6 are rejected under 35 U.S.C. § 103(a) as being unpatentable over *Cerney et al.* (U.S. Patent No. 5,271,563) in view of *Beatty et al.* (U.S. Patent No. 5,992,768). In rejecting claims 2 and 6, the Examiner asserts arguments similar to those made in the Office Action of May 22, 2000.